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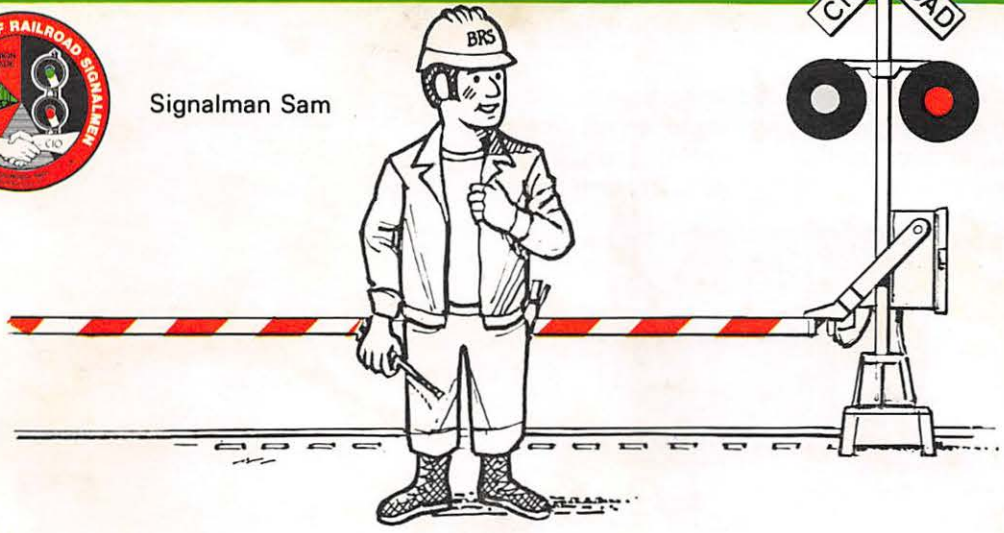
The SIGNALMAN'S Journal

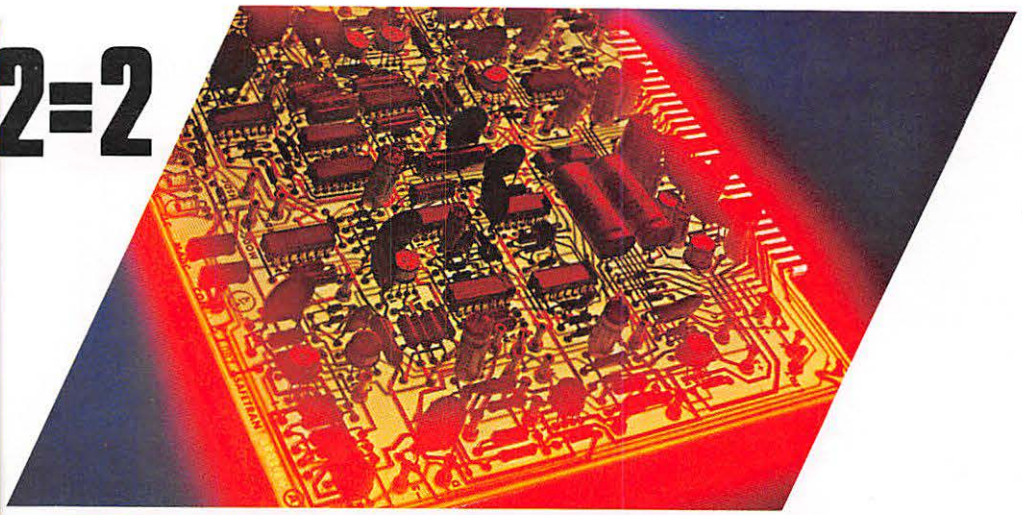
Signalman Sam

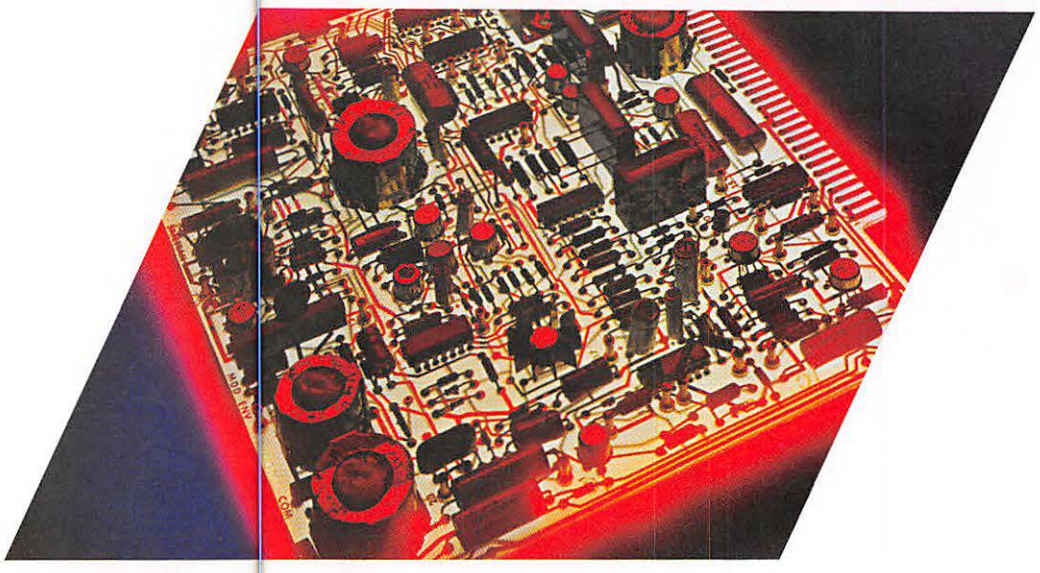


Signal trainees receive BRS award

September 1982

1 PLUS 2=2





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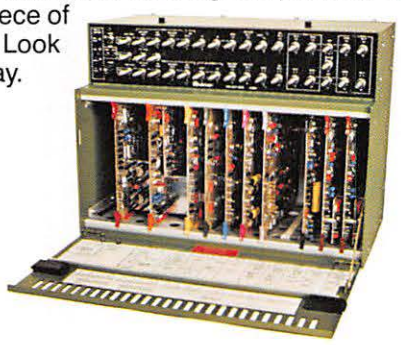

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The SIGNALMAN'S Journal

Official Publication of the Brotherhood of Railroad Signalmen

Volume 63 Number 7 September 1982

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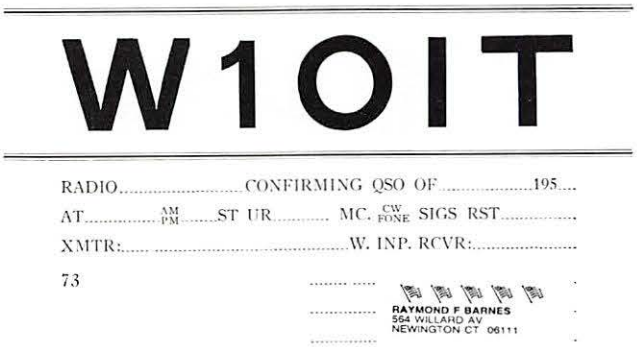
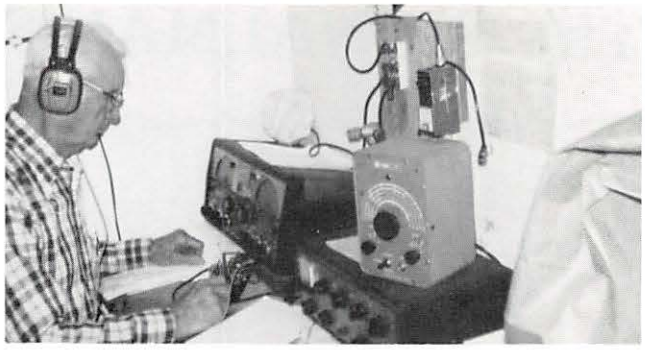
Cover: Signal trainees display plaques presented by President Bates. (L to R) Monte Speakman, D&RGW; Gerald Harsha, ICG; President Bates; and Gene Wassam, Santa Fe.

Signalmen—
Ham Operators

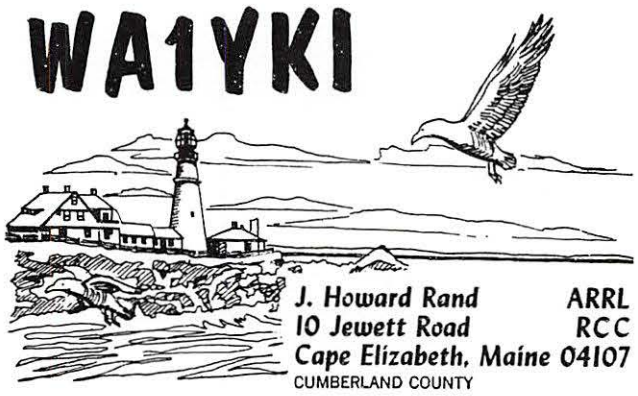
Walter W. Altus — WD9GCR — is the Brotherhood of Railroad Signalmen's Vice President assigned to the National Railroad Adjustment Board in Chicago. In addition to being a licensed amateur radio operator, Brother Altus is a private pilot as indicated by his QSL card.



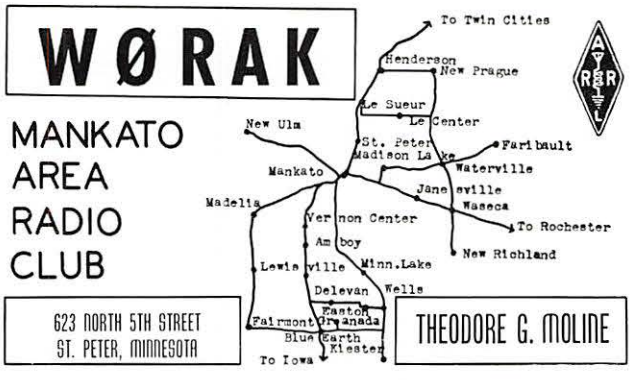
W1OIT are the call letters assigned to Ray Barnes, a retired signal foreman from the New Haven Railroad. Brother Barnes started his railroad signaling career in 1937 and is a member of BofRS Local 7.
Ray is a veteran of World War II and served with the 759th Railway Battalion in North Africa and Europe. He obtained his amateur radio license in 1940 while stationed in Washington, D.C.



Jim Craig — WA6FQA — lives in Santa Cruz, California and has been a licensed radio operator since 1975. He was a telegrapher for the Missouri Pacific Railroad from 1924 to 1929, then transferred to the signal department where he retired in 1959.



J. Howard Rand, WA1YKI has been an amateur radio operator since 1973. He retired in 1975 as a signal testman with the Maine Central Railroad after 27 years service. Brother Rand told us that Mrs. Rand is also a ham operator — WA1TIV.



Theodore G. Moline began his railroad signaling career in 1936 and retired from the Chicago and North Western at St. Peter, Minnesota in 1980. He is a charter member of Local 168.
Brother Moline is a veteran of World War II and the Korean conflict, attaining the rank of Colonel. He retired from military service in 1971.
The call letters WØRAK have been assigned to Brother Moline since February 1934, a span of 48 years.

Bates' Commentary

The 42nd Regular Convention of the Brotherhood of Railroad Signalmen is now history. While historical in many respects, foremost was the action of the Convention Delegates to heed our Canadian brothers' request to separate from the Brotherhood of Railroad Signalmen and form an autonomous Canadian railway union.

As expressed in my opening remarks to the Convention, we recognize the need and support the action of our Canadian brothers to form their own union. Unfortunately, variations in labor laws between the United States and Canada create incompatible conditions within the administrative operation of a union. The many friends and personal acquaintances made with our Canadian members and their contribution to the operation of our Brotherhood will be sorely missed. Even so, we expect to continue those friendships and the fraternal bond established with our Canadian brothers and sisters. I offer my best to the future members and officers of the Canadian Signal and Communications Union.

The Convention found 268 registered Delegates, all of whom are to be commended for their hard work and astute attention to the issues that will guide our Brotherhood for the next three years. We do appreciate the conduct of all of the Delegates during the proceedings. Their actions serve as an affirmation that the trade union movement is alive, well, and ready to meet the challenges that lie ahead.

Admittedly, there are obstacles ahead; however, directives of this Convention have charted a very positive and progressive course by which the Brotherhood will be governed. The course is set; we must now work in a concerted effort to fulfill these directives.

Tom Bates

SIGNALMAN TRAINEES RECEIVE AWARDS AT GRAND LODGE

Three BofRS members were interviewed on July 15 by the Grand Lodge Selection Committee to determine the Brotherhood's "Signalman Trainee of the Year." Brother Gerald Harsha, employed by the Illinois Central Gulf Railroad, was elected to represent the BofRS at the International Transportaton Apprenticeship Training Conference to be held in Houston in October.

Brother Harsha is a resident of Tuscola, Illinois and began his railroading career in ICG's B&B Department in 1971. He transferred to the Signal Department in 1975 and was promoted to signal maintainer in January, 1976. His average test score for the training program, which he completed in April of 1981, was 97%.

Harsha is a member of Local 81 and serves as Vice President and is a member of the Local Grievance Committee. He is also President of the Tuscola Little League and Deacon of the First Christian Church of Tuscola.

Brother Harsha and his wife, Bonnie, have a daughter, Lisa, age 15, and two sons, Scott and Mike, ages 14 and 8.

"It is an honor to be selected as the Brotherhood's Signalman Trainee of the Year," Brother Harsha said. He is looking forward to representing the BofRS at the ITAT Conference.

Brother E. F. "Gene" Wassam is a signalman employed by the Atchison, Topeka and Santa Fe in Arizona. He is originally from Pittsburgh, Pennsylvania, and relocated to Phoenix, where he graduated from Arizona State University (Tempe) with a Bachelor of Science Degree in Transportation.

Gene began his railroad career as a signal helper in July, 1979, was promoted to Assistant Signalman in November of that year and promoted to Signalman two years later. He completed his training in 1981.

Wassam and his wife, Sharon, live in Phoenix where she is employed as a secretary. He expressed his appreciation of being the Santa Fe General Committee's nominee for Signalman Trainee of the Year and commented that he enjoys all aspects of the railroad industry.

Brother Monte W. Speakman is a native of Colorado and began his signaling career in 1979 as a signal helper with the Denver and Rio Grande Western. He was promoted to Assistant Signalman two months later and to Signalman in July, 1981. His Signalman's training was also completed in 1981. Speakman and his wife, Carol, live in Colorado Springs and have two children.

Brother Speakman stated that he enjoys the challenges presented by railroad signaling and welcomed the opportunity to represent the D&RGW General Committee as its "Signalman Trainee of the Year."

President Bates, commenting on the individual presentations of the candidates, said, "It is always a difficult task to select one from among those nominated. Each candidate exhibits those qualities and expertise necessary to maintain signaling as the exacting craft it is. We commend Brother Harsha and all the nominees for their pursuit of excellence in their chosen craft."

Illinois Central Gulf General Committee Meets in Jackson, Mississippi

The ICG General Committee was called to order by General Chairman B. J. Woodruff on November 14, 1981. Local Chairmen in attendance were: Brothers A. J. Louder, Local 29; R. H. Brinkley, Local 46; J. W. Davis, Local 51; L. Barnes, Jr., Local 70; J. D. Warden, Local 81; B. D. Blair, Local 85; D. E. Cureington, Local 107; D. L. Fennel, Local 162; F. R. Stearns, Local 191; and J. H. Blain, Local 211.

W. B. Harwell, BofRS Vice President, was introduced and extended President Bates' regret at being unable to attend due to the press of national negotiations. Harwell commented on the status of the BRS notice which resulted in consummation of the 1982 National Agreement. The committee reviewed and discussed local and national proposals with Vice President Harwell.

Norman Jones of the Jones and Granger Law Firm in Houston was introduced and commented on procedures which should be followed in regard to on-duty injuries. The election of General Committee Officers, conducted by Vice President Harwell, resulted in the re-election of B. J. Woodruff as General Chairman; A. J. Louder as Vice Chairman; and a Board of Trustees chaired by D. E. Cureington with B. D. Blair and R. H. Brinkley sitting as members.

The General Committee discussed various items of interest concluding with scheduling the 1983 meeting in Carbondale, Illinois.

ICG General Committee pose for TSJ camera. Seated in front row are: (left) A. J. Louder, Vice General Chairman; B. J. Woodruff, General Chairman; W. B. Harwell, BofRS Vice President. Second row seated: (left) J. W. Davis, Local 51; B. D. Blair, Trustee. Third row: (left) F. R. Stearns, Local 191; R. H. Brinkley, Trustee; D. E. Cureington, Trustee; and D. L. Fennel, Local 162. Back row: (left) L. Barnes, Jr., Local 70; J. H. Blain, Local 211; and J. D. Warden, Local 81.

Board of Trustees elect are: (left) B. D. Blair, D. E. Cureington, Chairman; and R. H. Brinkley.

W. B. Harwell, Vice President extends congratulatory handshake to B. J. Woodruff, re-elected General Chairman.

Rail National Legislative Representatives pose with Tennessee Senator Jim Sasser. Pictured (l to r) are: J. E. Hansen, BRS Vice President; H. Ritter, UTU-NLR; Senator Sasser; M. A. Allcox, M&W-NLR; and W. D. Pickett, Grand Lodge Representative.

Tennessee Senator Jim Sasser Champions Railroad Retirement Legislation

The recent federal budget proposed by the Reagan Administration would have denied cost-of-living adjustments this year for retired rail workers and limited increases to 4 percent for the next two years. Senator Sasser was instrumental in the enactment of legislation to preserve benefits embodied in the Railroad Retirement Act.

Senator Sasser serves on the prestigious and powerful Senate Appropriations Committee and is the ranking minority member of the Military Construction Subcommittee. He is also a member of the Budget, Governmental Affairs and Small Business committees and is ranking minority member of the Subcommittee on Intergovernmental Relations of the Governmental Affairs Committee.

Senator Sasser is a native of Tennessee. He received his law degree from Vanderbilt University Law School and has been active in Democratic politics since 1960.

The Senator addressed Southern Railway on June 17 regarding the railroad retirement system. The text of his speech provides an insight of his sincere concern for over one million railroad retirees and is reproduced here in its entirety:

"I am very pleased to have played a major role during recent debate over the FY-1983 budget in the passage of an amendment which impacts upon more than one million railroad retiree beneficiaries across the nation. The amendment I offered is a reaffirmation of the solemn commitment made by the Congress to retired railroaders in the Railroad Retirement Act of 1974.

"My amendment had three major provisions: First, it provided for the full cost-of-living adjustment beginning with the July 1, 1982 COLA of 7.4 percent. Under the original budget resolution the COLA would have been denied this year and would have been capped at 4 percent for the following two years. For those individuals who depend upon a fixed income, denial of an inflation adjustment, when the price of basic necessities continues to rise, is, in effect, an actual reduction.

"The second provision of my amendment deals with the very complex issue of dual benefits. The Reagan Administration has repeatedly tried to cut the 'dual benefits' guaranteed to railroad retirees as a result of the 1974 legislation. This year, railroad retirees suffered a 15 percent reduction after initial

attempts to reduce this account by up to 33 percent.

"The amendment I offered assumes that these benefits will be paid in full beginning in October, 1982.

"Finally, the amendment maintains the current level of funding for all field offices as well as the central Railroad Retirement Board office in Chicago. These offices are necessary to the effective administration of the railroad retirement system. They provide specialized services to railroad retirees and it would be most difficult to replace the services these individuals have come to rely upon.

W. D. Pickett, Grand Lodge Representative and National Legislative Representative meets and discusses rail issues with Senator Jim Sasser.

"My amendment passed by a vote of 57-40, clearly a resounding victory for the earnest, hard-working men and women who have worked to build the great railway system in this country. Once again, I would like to offer my congratulations and express my thanks to you. You may be assured that I will continue to work in the best interests of all retirees and I will continue to protect the vested rights and benefits of rail retirees."

We know our readers will join us in a heartfelt thank you to Senator Sasser for a job well done.

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MELCHER: Strong Record On

In a Republican-controlled Senate noteworthy in 1981-82 for giving a helping hand to the rich and the corporations and the back of its hand to workers and the needy, a few outnumbered Senators fought courageously to protect the well-being of our members, our families and our union.

The Enemies He Makes

Sen. John Melcher is a priority target on the "hit list" of the anti-union National Conservative Political Action Committee. In addition, the National Right to Work (for less) Committee wants him out of the Senate. So do the U.S. Chamber of Commerce, the National Association of Manufacturers, scores of business and industry PACs, Big Oil and more than 20 union-hating right-wing PACs.

Among them, they're pouring thousands and thousands of dollars into Montana to defeat John Melcher.

You can tell a lot about an office-holder by the enemies he makes. So, if this bunch wants so badly to get John Melcher *out* of the Senate, it must be important for us to fight to keep him *in* the Senate.

It is. Vote Melcher for U.S. Senate November 2.

One of these was Montana's U.S. Sen. John Melcher, Democrat.

- Melcher *opposed* the deep cuts Republicans pushed through in job safety and health programs which leave workers *less safe* on the job today than a year ago.
- Melcher *opposed* Republican-sponsored cuts in unemployment benefits for more than a million long-term jobless and in special aid for more than 400,000 workers displaced by imports.
- Melcher *opposed* Republican-devised slashes in low-interest federal loans for college students, cutbacks that now make it harder for working people to send their children to college.
- Melcher *opposed* Republican attacks on Social Security; Medicare and Medicaid; housing and transportation and job-creating programs; nutrition for the needy.

By standing with us as he did, he earned our union's support and our members' votes for re-election in November.

When the chips are down, he sticks with us. Now it's our turn.

Vote MELCHER for U.S. Senate Nov. 2

The Melcher Record

For workers and their unions, there are few better records in the U.S. Senate than John Melcher's.

On the official voting record our union keeps, covering the most important worker and union issues that come before the Congress, Sen. John Melcher has a 78 percent "right" record.

Examples:

- On providing adequate compensation for jobless workers ..... **MELCHER RIGHT**
- On programs to create jobs and train workers for jobs ..... **MELCHER RIGHT**
- On measures to protect worker health and safety on the job ..... **MELCHER RIGHT**
- On low-interest education loans to help send our children to college ..... **MELCHER RIGHT**
- On fair tax laws ..... **MELCHER RIGHT**
- On protecting union rights from attacks by ultra-conservatives ... **MELCHER RIGHT**

Key Worker Issues

Melcher Speaking Out

Social Security

Government has no business breaking its contract with those who have paid into the Social Security trust fund in good faith and have counted on Social Security for their retirement income. Our top priority must be to protect retired people's income. As a member of the Senate Special Committee on Aging, I have fought hard to keep retirees' Social Security benefits safe—the checks coming on schedule, and with no cuts.

Job Safety

American workers are entitled to a healthy and hazard-free workplace. This right is being weakened by this Administration's policies to lessen the responsibility and capability of OSHA and MSHA by reducing staff and postponing decisions on minimum standards in the name of free enterprise. Every reasonable step must be taken to reduce health hazards at the workplace. This is not only humane, it is good business practice, since it reduces insurance costs and increases productivity.

Unemployment

This Administration and this Congress not only adopted policies that created tragically high unemployment, they simultaneously took away jobless benefits from more than one million long-term unemployed and more than 400,000 workers made jobless because of imports. The answer to unemployment is revival of our basic industries, development of new ones, and training in new and needed skills for thousands of jobless workers. To those who remain jobless, we owe adequate benefits for a fair and reasonable period of time.

Education

Millions of working people benefitted from low-cost Federal loans that helped finance their children's college education. Now, with this Administration and this Republican-controlled Senate cutting these loans, where does a worker turn? How will workers' children acquire a higher education? We've got to restore the low-interest loan program in full and I intend in the next Congress to fight to get it back. Also, I will continue to oppose cuts in any education funds for disadvantaged and handicapped children, and in adult and vocational education programs.

Health Care

Proposed additional cuts in Medicare and Medicaid recommended by the Administration to begin in October 1982 are outrageous and should be rejected by Congress because they would mean more money coming out of the pockets of the elderly and the needy—for less health care. Health care coverage provided under these programs is already inadequate, and further cutbacks would be a national disgrace. Medicare and Medicaid suffered a $2 billion cut this year, and there is little room to cut more without depriving or harming people.

Taxes

The average working person didn't get that much of a tax cut out of last year's tax bill. I supported efforts that would have targeted more of the tax cut to working people. I am particularly upset with provisions in our tax laws that permit multinational corporations to avoid paying their fair share of U.S. taxes by using loopholes like the Foreign Tax Credit and Foreign Tax Deferral. There are too many of these kinds of tax loopholes in our system that raise taxes on the working people. I want a fair tax system. Working people already pay their fair share of taxes. So should everyone else.

The Job Ahead

Housing's been cut. Education's been cut. Food stamps, jobs programs, job safety—all cut. Interest rates put homes, cars, large appliances, other high-cost items out of reach of millions of workers. Consumers are hurt because in lifting so many regulations, this Administration has encouraged among business a "public-be-damned" posture. Virtually every action of this Administration — and, regretably, the Congress — has hurt working people and the needy. The job ahead is to get back on the track, not to "big government" but to effective, concerned, compassionate government.

Political Labels

My opponents call me a "liberal" like it's a dirty word. I don't think supporting programs that help working people, or their unions, or the needy is necessarily "liberal." I think it's fair-minded and sensible, and I think it's good for the country. I want to be judged by what I do as a U.S. Senator, not by a political label someone tries to stick on me.

The Bottom Line

It makes sense: You stand up for a friend who stands up for you, as *John Melcher* has done repeatedly in the U.S. Senate for our members and our union.

He's going to need our help and our votes in November. Montana and the campaign *against Melcher* are the focus of every major national business, industry, Big Oil and right-wing political committee and all the money they'll pour in to beat him.

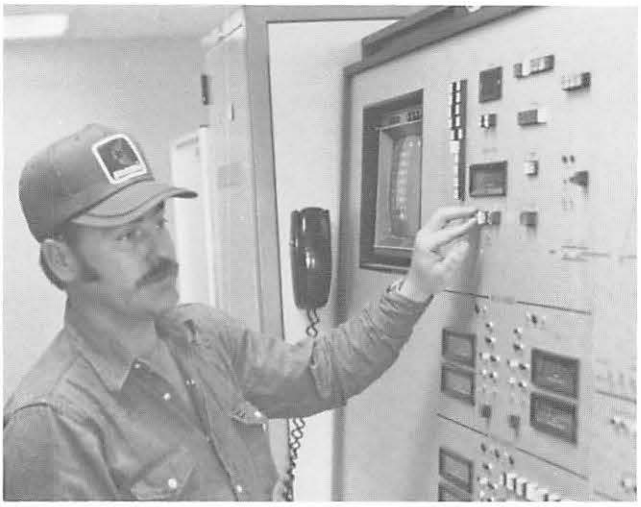
We—our members and the members of other unions —are his first line of defense, potentially the greatest source of help for his re-election. That's why we have to stand up for this good friend who's been with us in countless legislative battles in the Senate.

And we do it with our votes November 2. *That's* the bottom line.

Vote MELCHER for U.S. Senate Nov. 2

Mo-Pac (T&P) Signalmen Fort Worth, Texas

Inspecting relays are: (left) Jerry Pointer, Signal Maintainer and Bob Boyett, Signal Inspector.



Avis Boyd, lead signalman, makes operational check on computerized unit at Fort Worth retarder yards.

Posed atop of Fort Worth Tower 55 are: (left) Joyce Carr, tower leverperson; Bob Boyett, signal inspector; Bob Dickey, general chairman; Clo Mauser, assistant leverperson; Jerry Pointer, signal maintainer; Joe Rogoski, local 141 president; and W. B. Harwell, vice president. Tower 55, the largest interlocker west of the Mississippi serves as a region intersect for major rail lines through Fort Worth. Pictured in the lower left corner are switch and signal control levers installed in 1941.

Reviewing crossing inspection card are: (left) Roger Elrod, signal maintainer; Witt Harwell, vice president; George Jones, signal maintainer; Bob Dickey, general chairman; and Joe Rogoski, local president.

Stan Stockstill, signalman, prepares signal cable for new signal location.

J. L. "Big Boy" Shults, Signalman, repairs and rebuilds batteries for use on the Missouri Pacific (T&P) Lines.

A. C. Pair, Signal Foreman, calls in time for men at Fort Worth Yards.

W. B. Harwell, Vice President, congratulates Danny Corrizoles on his recent promotion to Signal Supervisor as Bob Dickey, General Chairman, looks on.

L. D. Walker, Electronic Technician, tests circuit board card for circuit.

Posed in front of new Mo-Pac signal truck are, (left) George Jones, signal maintainer and Roger Elrod, signal maintainer.

Vice President Harwell (left), and General Chairman Dickey (far right), conducts on-site visit with new assistant signalmen. Pictured are: (l to r) Harwell; Ed Walker, assistant signalman; Rob Woods, assistant signalman; Jeff Cole, assistant signalman; and Dickey.

Working in electronic shop is W. T. Stockdale, Electronic Technician.

Mike Boyd, Communications Foreman, explains operational checks to W. B. Harwell, BRS Vice President. Brother Boyd is a member of Local 141.

Louisville and Nashville General Committee convenes in Nashville

The L&N General Committee held its regular meeting in Nashville, Tennessee on November 14, 1981, with eleven members present. BofRS Vice President C. S. "Chuck" Chandler and Director of Research W. W. "Walt" Lauer also attended.

First orders of business included approval of the minutes of the previous meeting and report from General Chairman Roy Flowers that the committee's financial records were reviewed by the Board of Trustees and found in order.

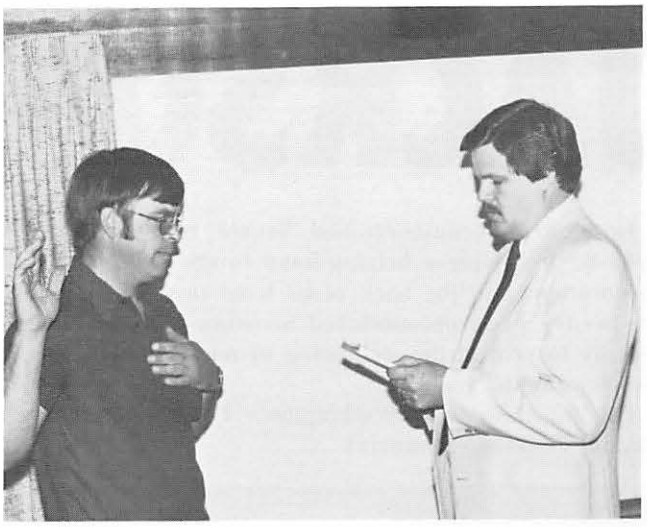
The General Committee conducted a review of its bylaws and instituted appropriate revisions.

The election of General Committee Officers for the ensuing term was conducted by Vice President Chandler. Roy B. Flowers was re-elected as General Chairman, C. F. Wynn was elected to the position of Vice General Chairman and Brothers Canal, Mattingly and Wilson were elected as General Committee Trustees.

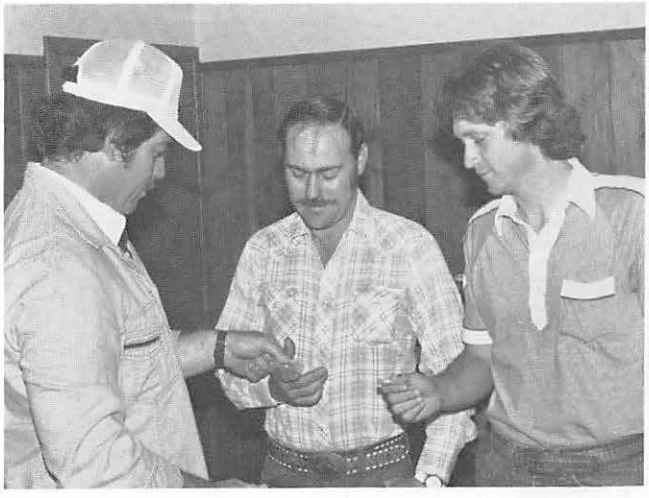
BofRS Director of Research W. W. Lauer presented an educational program regarding the Hours of Service Law and Federal Rules, Standards and Instructions. A discussion of items of general interest followed.

Prior to adjournment, the General Committee unanimously decided to hold its 1983 meeting in Gatlinburg, Tennessee.

C. S. Chandler, Vice President poses with R. B. Flowers, re-elected General Chairman and C. F. Wynn, elected Vice General Chairman.



V. M. "Butch" Speakman, grand lodge representative installs Brother Jerry Pointer as Trustee of Local 141.



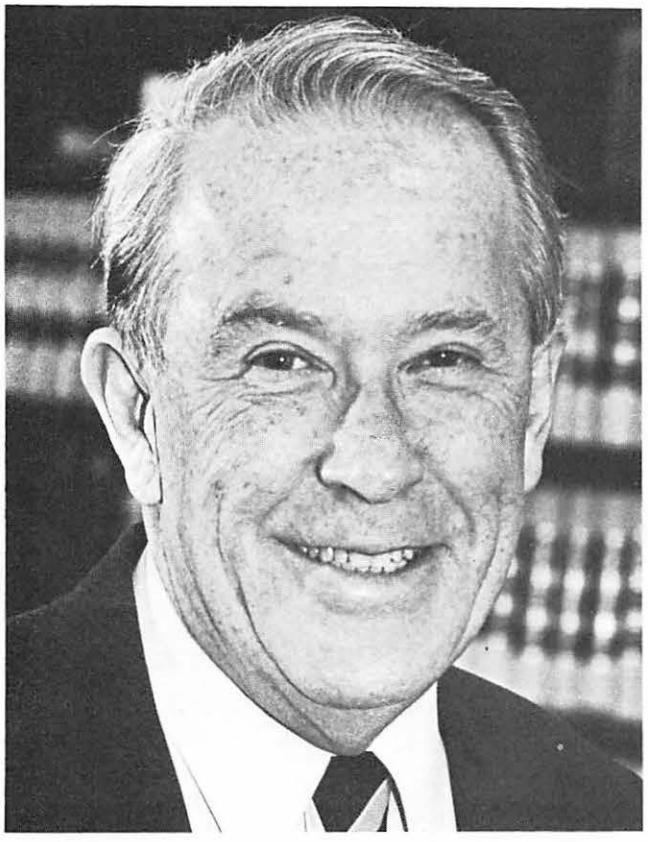
General Chairman Dickey (left), presents SPL pins to new Signalmen's Political League members, (center) Avis Boyd and Eddie Walker.

Attending Local 141 meeting were: Front row (l to r), W. T. Stockstill; Bob Boyett, local chairman; retired brother, O. R. Pitts; Mike Boyd, Avis Boyd, Eddie Walker, and Stan Stockstill. Back row: Steve Siegmund, Mike Choate, Rob Woods, Jeff Cole, Ed Kerr, Jerry Pointer, and Dave McCarty.

JACKSON: Strong Record

In a Republican-controlled Senate noteworthy in 1981-82 for giving a helping hand to the rich and the corporations and the back of its hand to workers and the needy, a few outnumbered Senators fought courageously to protect the well-being of our members, our families and our union.

One of these was Washington's U.S. Sen. Henry (Scoop) Jackson, Democrat.



The Enemies He Makes

Sen. Scoop Jackson tops the "hit list" of the anti-union National Conservative Political Action Committee. In addition, the National Right to Work (for less) Committee wants him out of the Senate. So do the U.S. Chamber of Commerce, the National Association of Manufacturers, scores of business and industry PACs, Big Oil and more than 20 union-hating right-wing PACs.

Among them, they're pouring millions of dollars into Washington to defeat Scoop Jackson.

You can tell a lot about an office-holder by the enemies he makes. So, if this bunch wants so badly to get Scoop Jackson *out* of the Senate, it must be important for us to fight to keep him *in* the Senate.

It is. Vote Jackson for U.S. Senate November 2.

- **Jackson *opposed* the deep cuts Republicans pushed through in job safety and health programs which leave workers *less safe* on the job today than a year ago.**
- **Jackson *opposed* Republican-sponsored cuts in unemployment benefits for more than a million long-term jobless and in special aid for more than 400,000 workers displaced by imports.**
- **Jackson *opposed* Republican-devised slashes in low-interest federal loans for college students, cutbacks that now make it harder for working people to send their children to college.**
- **Jackson *opposed* Republican attacks on Social Security; Medicare and Medicaid; housing and transportation and job-creating programs; nutrition for the needy.**

By standing with us as he did, he earned our union's support and our members' votes for re-election in November.

When the chips are down, he sticks with us. Now it's our turn.

Vote JACKSON for U.S. Senate Nov. 2

The Jackson Record

For workers and their unions, there is no better record in the U.S. Senate than Scoop Jackson's.

On the official voting record our union keeps, covering the most important worker and union issues that come before the Congress, here's how Senator Jackson stacks up through his Senate career:

- **251 "right" votes • 16 "wrong" votes**
- **94 percent "RIGHT"**

Examples:

- On providing adequate compensation for jobless workers ..... **JACKSON RIGHT**
- On programs to create jobs and train workers for jobs ..... **JACKSON RIGHT**
- On measures to protect worker health and safety on the job ..... **JACKSON RIGHT**
- On efforts to protect American workers from import job loss ... **JACKSON RIGHT**
- On low-interest college loans **JACKSON RIGHT**
- On seeking tax justice **JACKSON RIGHT**
- On protecting union rights from attacks by ultra-conservatives .... **JACKSON RIGHT**

On Key Worker Issues

Jackson Speaking Out

Social Security

We will withstand all attempts to undermine or destroy the Social Security framework of our nation. Social Security has lifted Americans from economic hardship and provided a measure of comfort and security to older Americans. The system will remain strong, intact, and providing the security it is intended to provide long after this Administration has left office.

Defense

Substantial cuts can be made in certain areas of the defense budget without affecting the military muscle of this country. I am a member of the Senate Armed Services Committee and we will be watching where every defense dollar goes. No items in the President's budget will be immune from careful scrutiny and cuts.

Union Issues

I'll continue to stand against proposals by ultraconservatives in the Senate to destroy union and worker rights. They've gone after Davis-Bacon, the law that protects wages and standards of building and construction workers. They've tried to turn any violence that occurs on a picket line—regardless of who's responsible for it—into federal felony charges against strikers. They keep pushing and pushing for a national so-called "right to work" law, which would weaken every union in the country. As long as I have a voice and a vote in the U.S. Senate, I intend to use them to oppose these and other union-busting, worker-punishing proposals.

The Job Ahead

Housing's been cut. Education's been cut. Food stamps, job programs, job safety—all cut. Interest rates put homes, cars, large appliances, other high-cost items out of reach of millions of workers. Virtually every action of this administration—and, regretably, the Congress it presently controls—has hurt working people and the needy. The job ahead is to get back on the track, not to "big government" but to effective, concerned, compassionate government.

Education

Cuts in education have gone too far. Our children are our future. Through federal aid to education, the children of millions of working Americans have had an opportunity to obtain higher education. Two of this nation's greatest promises have been access to quality, affordable housing and to education and I believe that as a nation we can and must continue to meet those promises.

Job Safety

Workers are entitled to a safe and healthful place in which to work. OSHA exists to save workers' lives. Weakening OSHA threatens working people everywhere in this country. We should work to improve OSHA so it can continue to save lives and to prevent disabling accidents.

Energy

The fact is, conservation works: It is cheaper to save a barrel of oil than to produce one or buy one from OPEC. I simply cannot understand why the Administration wants to eliminate the successful and cost-effective programs to conserve and develop renewable sources of energy—especially at a time when energy costs are skyrocketing. We should redouble our efforts. Let us put Americans to work weatherizing homes and buildings and American ingenuity to work on efficiency and new applications for solar, wind, biomass and hydro.

The Bottom Line

It makes sense: You stand up for a friend who stands up for you, as Scoop Jackson has done repeatedly in the U.S. Senate for our members and our union.

He's going to need our help and our votes in November. Washington and the campaign *against* Jackson are the focus of every major national business, industry, Big Oil and right-wing political committee and all the money they'll pour in to beat him.

We—our members and the members of other unions—are his first line of defense, potentially the greatest source of help for his re-election. That's why we have to stand up for this good friend who's been with us in countless legislative battles in the Senate.

And we do it with our votes November 2. *That's* the bottom line.

Vote JACKSON for U.S. Senate Nov. 2

Bates appears before Congressional Hearing in Support of Railroad Retirement

President R. T. Bates, on behalf of RLEA and Railroad Retirement Act Committee Chairman, Ole E. Berge, recently appeared before the Manpower and Housing Subcommittee of the Committee on Government Operations of the United States House of Representatives.

Bates voiced rail labors' views on several proposed changes of the Railroad Retirement System, sought by the Office of Management and Budget (OMB).

Presented in its entirety is the text of President Bates' statement:

My name is R. T. Bates. I am President of the Brotherhood of Railroad Signalmen and appear before you this morning on behalf of the Railway Labor Executives' Association and the Chairman of its Railroad Retirement Act Committee, Mr. Ole M. Berge. The RLEA represents virtually all railroad employees in this country. It is an unincorporated association with which are affiliated the chief executive officers of the standard national and international railway labor organizations.

Railway labor, and I personally, are very grateful for the opportunity to present to you our views on a subject that for many years has been a significant part of the life of every railroad employee. Indeed, I do not exaggerate when I say many workers and retirees in the rail industry enter that industry and remain with it primarily because of what had always been a superb, stable retirement program.

One aspect of the Railroad Retirement System which is of great benefit to railroaders is the fact that they need deal only with one agency, the Railroad Retirement Board, for their sickness insurance benefits, their unemployment compensation and their retirement pay. If the Board were to be eliminated, the result would be that railroad employees would have to deal with at least three different agencies for these benefits severely complicating what for any employee is an already complex situation. In addition, the Board's concern with a single, quite limited, segment of our society enables it to provide a service much more efficient and personalized than is possible with an entity the size of the Social Security Administration. The field offices of the Railroad Retirement Board, while not as numerous as those of the Social Security Administration, are sufficient to perform their duties and do so in a much more personalized and satisfactory way than do those of the Social Security Administration. In those areas where the Board does not maintain District Offices, a regular itinerary of travelling representatives of the Board is maintained. At the beginning of each calendar year an advance notice of the representatives' itineraries is sent to unions and posted at the various points which the representatives will visit. These visits are always held at the same location and occur anywhere from once a week to a maximum of every three months at each point depending upon need. A call to any District Office can obtain the time of the next visit of a representative and the place where it will be held.

Since 1957 the Board has maintained educational programs to which it invites to the various District Offices, local union officials for informational services

presentations. This program has been quite successful and is presented to approximately 5,000 local officials each year. These programs have not only served to better inform the railroad worker of his rights and responsibilities under the law but have reduced mail and telephone inquiries significantly thereby cutting down on the work burden of the Board's staff. Unfortunately, the Board has been compelled to curtail these programs because of the personnel cutbacks dictated by the OMB.

For some time the Railroad Retirement System has had a persistent and sometimes effective enemy in the Office of Management and Budget. The OMB — or at least one or two of its staff functionaries — has attempted to achieve the elimination of the federal Railroad Retirement System by imposing through administrative fiats severe personnel reductions on the Board particularly in 1983 as a part of its publicly professed plan to eliminate all Board field service by 1985. It would seem that OMB is determined to destroy the Board by rendering it

unable to fulfill its statutory duty under the law even if OMB is thwarted in its attempts to achieve that result by direct legislation. It seems highly inappropriate that the OMB should arrogate to itself the authority to cut personnel from the staff of the Railroad Retirement Board when the United States Government does not pay the salaries of those people — the industry, management and labor, through railroad retirement taxes pays those salaries. Nor does the Government pay for supplies, rent, travel expenses, or any other operating expense of the Board.

The Congress in 1934 decided that there should be a railroad retirement system administered by a Railroad Retirement Board "for the purpose of promoting efficiency and safety in interstate transportation." So said the Supreme Court quoting from the 1934 Act in *United States* v. *Lowden,* 308 U.S. 225 at 237 (1939). Funds contributed by rail labor and management pay for that Board with the Government being merely an administrative conduit for those funds. The OMB has no legitimate role as the dictator of the number of persons who should be employed by the Board in carrying out that agency's statutory responsibilities.

Any further cuts in Board staff desired by the OMB would result in reductions of service to the beneficiaries of the law in terms of the accuracy of the work being performed and the ability of the Board to respond to the needs of the beneficiaries within reasonable time limits. For example, several years ago the Board could process claims in 30 days. Today with the personnel cuts it takes at least 90 days to process the same type of claims.

Needless to say, the Railroad Retirement System and the services the Board renders are not perfect. They can be improved upon. However, there can be no improvement in services so long as the Board is continually faced with directives to cut personnel. A number of suggestions have been made as possible improvements upon Board services. Among them is the suggestion that an "800 number" be instituted as a service to those seeking information or assistance from the Board. Our view is that such a service might be beneficial as a supplement to existing service but we are convinced that it could never be a satisfactory substitute for existing service. The "800" service is not inexpensive nor is it entirely satisfactory since "800" lines are often busy for extended periods of time when one is attempting to call them. Depending upon the number of qualified people manning the "800" telephones, the numbers could be busy for very long periods of time. We certainly have no objection to an "800" experiment in a single state in order to determine just how beneficial such a service might be.

It has also been suggested that perhaps the unions and the railroad managements could be substituted for some or all of the services now performed by the Railroad Retirement Board. We would strenuously object to any effort made to burden the unions or the managements with any of the responsibilities of the Railroad Retirement Board. Neither the unions nor management are set up for the purpose of administering pension, sickness, or unemployment benefits. The unions are collective bargaining experts not pension experts. Managements indeed could be involved in conflicts of interest on disability claims as employees could be suing the managements under the Federal Employers Liability Act at the same time they may be applying for a disability pension; or, an employee disqualified by his railroad employer for a medical reason, would have to apply to the same employer for a disability annuity.

In our opinion the most effective method for improving the services rendered by the Railroad Retirement Board would be to remove the OMB from authority over it. The Congress can maintain sufficient oversight of the Board, along with the unions and rail management, to keep it efficient and effective.

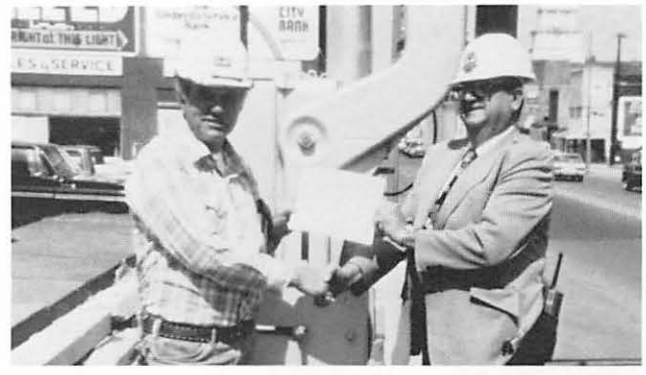
Thank you.

LOCAL 71 MEMBER RECEIVES COMMENDATION

Mr. O. B. Ross, Signal Maintainer at Springfield, Tennessee, received a Certificate of Commendation from D. C. Kirkpatrick, Signal Supervisor on the Evansville Division of the L&N Railroad Company.

Presentation took place April 22, 1982 at Hopkinsville, Kentucky. Mr. Ross received the Commendation for his actions on March 2, 1982, after a Hot Box Detector stopped Train No. 725 at Cortland, Tennessee.

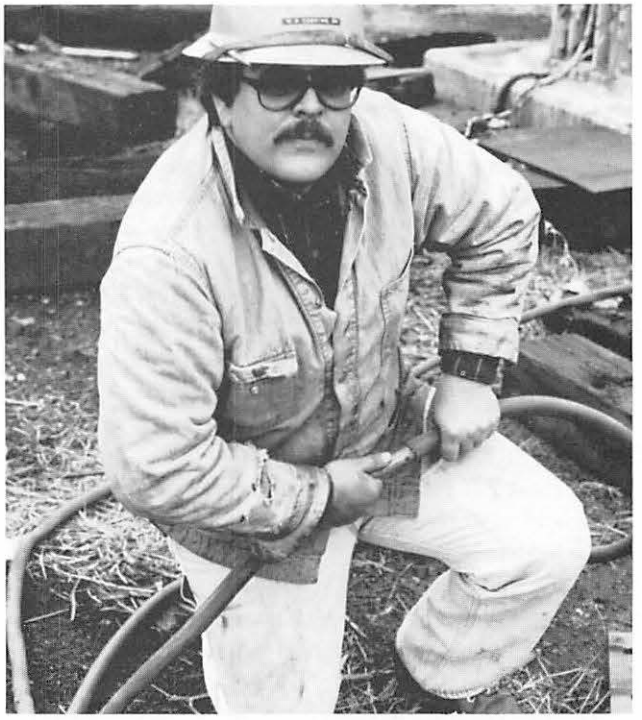
Upon Inspection of the Hot Box Detector Graph, Mr. Ross assisted the train crew in finding the defect by inspecting the car indicated. He found friction plates had shifted on roller bearings and the defective car had to be set out.



Mr. O. B. Ross, 40-year Member of BofRS Local 71 (left) and Mr. D. C. Kirkpatrick, Signal Supervisor.

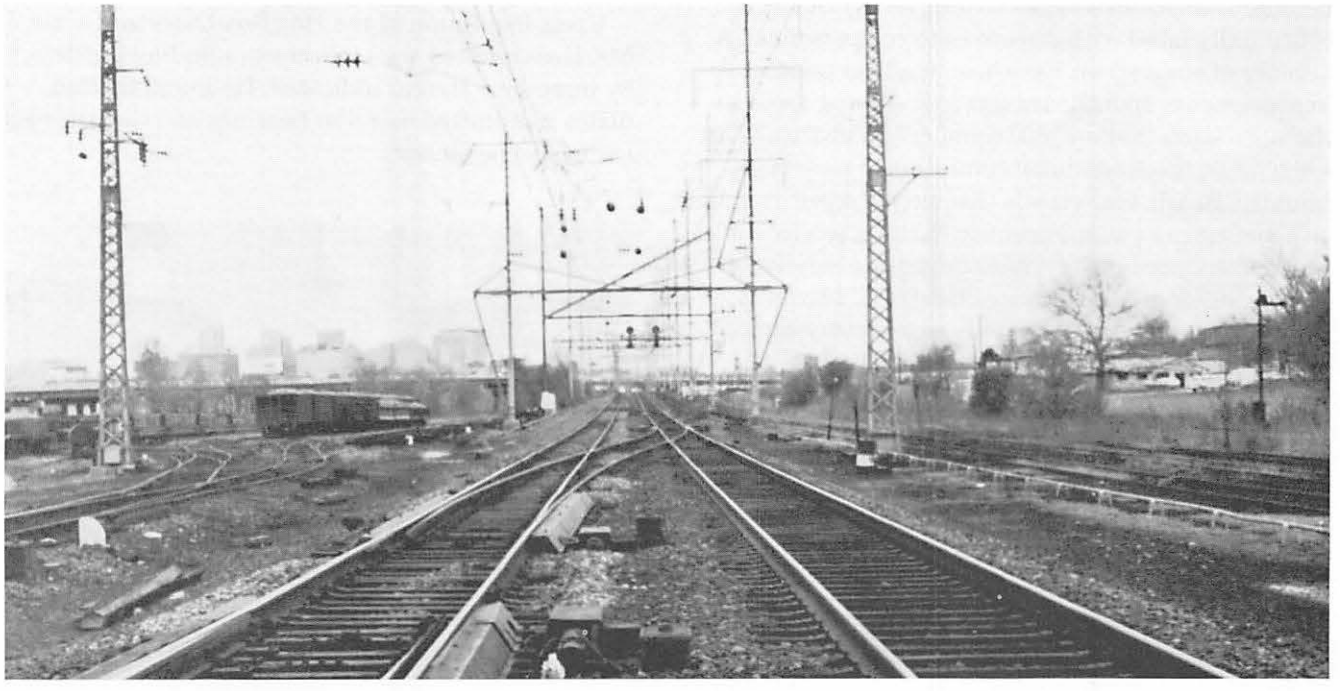
Installing emergency air hose at West Yard Interlocking, Wilmington, Delaware, are (left) M. A. Cushing, Signal Maintainer, and (right), Norman O'Neal, Inspector of Signals.

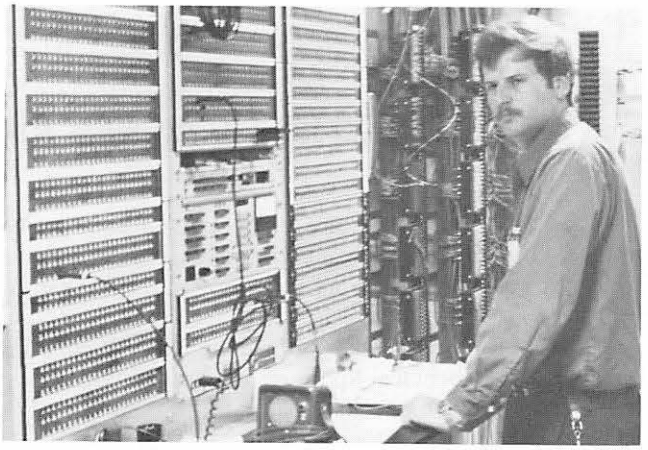
Executive Asst. General Chairman, Willis Abner (left) and Assistant General Chairman Jim Kistler, (right) talking with Inspector Normal O'Neal, C&S Department, Wilmington, Delaware, after heavy rainfall.



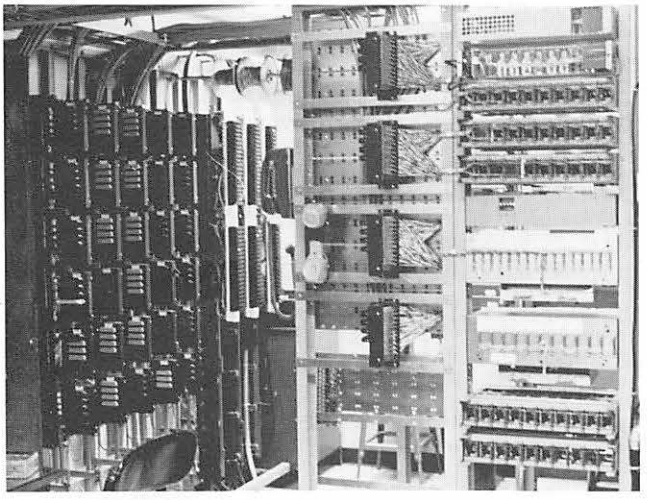
M. A. Cushing, Signal Maintainer, makes emergency repairs to temporary air line at West Yard Interlocking.

AMTRAK SIGNALMEN AT WORK





Communications Maintainer Ronald Radke in the new test center installed by Amtrak Communications employees under the guidance of R. L. Hairsine, Inspector at Wilmington M&W Base.



The picture of Communications Cables coming into the new test center indicates the meticulous way Inspector Hairsine and his men installed this equipment.

Pictured (left to right): Retired Local Chairman, Local 48, R. C. Hill, Sr., Jim Kistler, Asst. General Chairman; Willis Abner, Executive Assistant General Chairman; Inspector of Communications, R. L. Hairsine, Amtrak, Wilmington, Delaware; and Don Berg, Communications Maintainer.

Conducting on-site visit at Amtrak Station, Newport, Delaware are: (left) J. A. Kistler, Assistant General Chairman; Willis Abner, Executive Assistant General Chairman; and retired Local Chairman, R. C. Hill, Sr., (back turned). Found repairing communications cable were: (standing to right) Ralph Hairsine, Inspector of Communications, and Don Berg, Communications Maintainer (rain suit).

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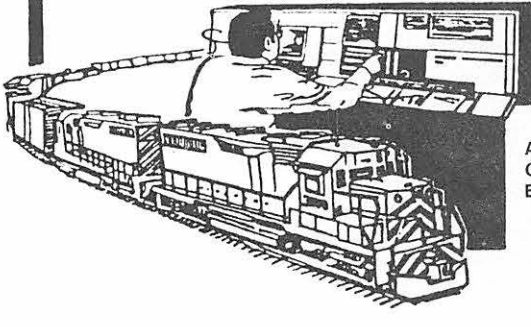
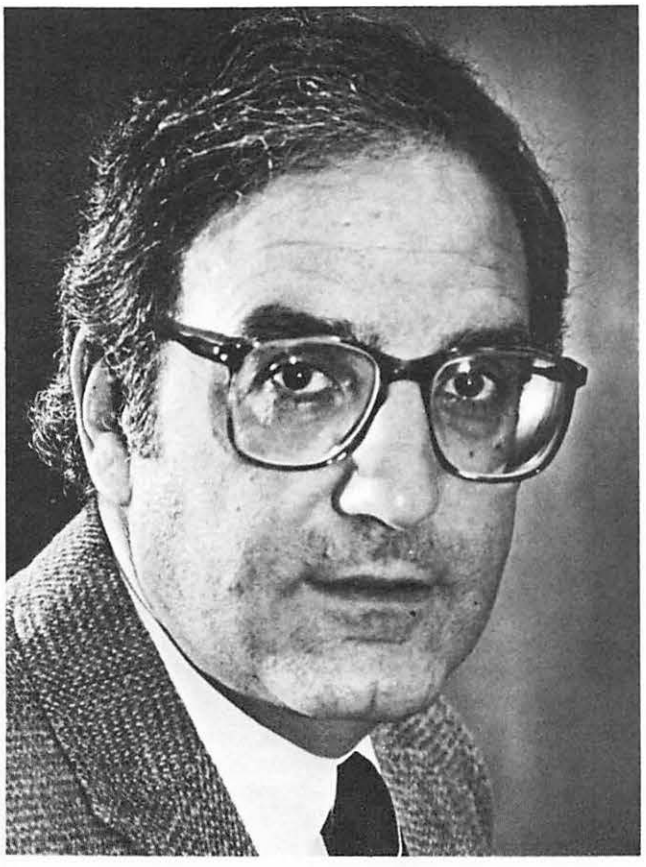


An Equal Opportunity Employer M/F

MITCHELL: Strong Record

In a Republican-controlled Senate noteworthy in 1981-82 for giving a helping hand to the rich and the corporations and the back of its hand to workers and the needy, a few outnumbered Senators fought courageously to protect the well-being of our members, our families and our union.

One of these was Maine's U.S. Sen. George Mitchell, Democrat.



The Enemies He Makes

Sen. George Mitchell is a priority target on the "hit list" of the anti-union National Conservative Political Action Committee. In addition, the National Right to Work (for less) Committee wants him out of the Senate. So do the U.S. Chamber of Commerce, the National Association of Manufacturers, scores of business and industry PACs, Big Oil and more than 20 union-hating right wing PACs.

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The Mitchell Record

For workers and their unions, there is no better record in the U.S. Senate than George Mitchell's.

On the official voting record our union keeps, covering the most important worker and union issues that come before the Congress, here's how Senator Mitchell stacks up through his Senate career:

• 25 "right" votes • 3 "wrong" votes
• 89 percent "RIGHT"

Examples:

- On providing adequate compensation for jobless workers .... **MITCHELL RIGHT**
- On programs to create jobs and train workers for jobs ..... **MITCHELL RIGHT**
- On measures to protect worker health and safety on the job ..... **MITCHELL RIGHT**
- On efforts to protect American workers from import job loss .. **MITCHELL RIGHT**
- On low-interest college loans ..... **MITCHELL RIGHT**
- On seeking tax justice to oblige the well-to-do, corporations and Big Oil to pay their fair share ..... **MITCHELL RIGHT**
- On protecting union rights from attacks by ultra-conservatives ... **MITCHELL RIGHT**

On Key Worker Issues

Mitchell Speaking Out

Social Security

"Social Security is the cornerstone of our obligation to society to protect the vulnerable, to repay the labors of a lifetime, and to protect the living standards that men and women worked for decades to preserve. The abrupt changes the Administration proposed in Social Security are simply wrong. The changes have not been abandoned, but merely set aside temporarily. I have opposed and will continue to oppose these drastic and unnecessary benefit reductions."

Unemployment

"Over ten million Americans are out of work. Unemployment benefits have been reduced, even though the scarcity of jobs is dragging out the period of unemployment for many. It is unfair to our workers, and bad economics. Working men and women contribute to the Federal treasury with their tax dollars. This Administration must turn its priorities around and provide more employment incentives. I was a leader in the successful fight in the Senate to restore reductions made in Job Services, which last year placed 24,000 job applicants in productive employment in Maine. We have to apply common sense to our budget efforts—and encouraging those programs which help create jobs."

E. D. A.

"One of our major challenges is to find ways to encourage the growth of private sector, permanent jobs. The Economic Development Administration provides such a vehicle. This Administration has sought—and still seeks—to terminate EDA. I think this is ill-advised. The EDA is one of the most successful federal incentives to the creation of private sector jobs in Maine. I led the fight last year to keep EDA alive, and I will continue to oppose the Administration's renewed effort to eliminate EDA."

Education

"If America stands for anything, it stands for equality of opportunity, especially in education. Millions of working people benefitted from grants and low-cost federal loans to help finance their children's college education. I believe firmly that we must maintain the loan and grant program, to assist those in need to insure access to our higher education system. Any expenditure for the education of our young people is truly an investment in our future, and I will fight to maintain the grant and loan program for students."

Health Care

"Medicare and Medicaid provide guarantees that those on the low end of the economic scale, the poor and elderly, will receive adequate health care. I am opposed to the deep cuts proposed in these two programs. I believe they are unwarranted, and unfair. Why should the poor and elderly bear such a heavy burden."

Job Safety

"American workers are less safe on the job today than they were a year ago. I have opposed and will continue to oppose any weakening of laws, or enforcement of laws, which protect workers. I do not believe that voluntary compliance with job safety laws is adequate to protect the health and safety of our working men and women. I will join efforts to make sure that those laws are enforced."

Taxes

"There are three broad categories of taxpayers—those with high incomes who can use provisions in the tax law to lower their tax liability; low-income persons who pay little in taxes; and middle-income Americans who pay most of the taxes in this country and receive the least benefits from government programs."

The Bottom Line

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And we do it with our votes November 2. *That's* the bottom line.

Vote MITCHELL for U.S. Senate Nov. 2

ON THE HILL
LEGISLATIVE REPORT

Mr. J. R. Snyder, National Legislative Director of the United Transportation Union and Chairman of the Safety Committee of the Railway Labor Executives Association, appeared before the Senate Surface Transportation Committee, at which time he presented rail labor's views, concerning the safety, or lack of it, in today's rail industry.

As you will note, Mr. Snyder sets forth in his statement, the lack of support from the present Administration, reflected not only in the proposed budget cuts, but, also, with the apparent laissez faire attitude of enforcing, with penalty, the present safety laws, which are now on the books.

Mr. Snyder's testimony was so pertinent to the Safety issues, so important to the future of the rail industry, including all of rail labor, we quote it here, in its entirety, for your perusal.

"My name is J. R. Snyder. I am the National Legislative Director of the United Transportation Union. I am appearing today as Chairman of the Safety Committee of the Railway Labor Executives Association. Accompanying me is Lawrence M. Mann, attorney for RLEA in this matter.

"As in past years the railway labor organizations appreciate the opportunity to provide your Committee with our analysis of the rail safety situation. A number of matters have occurred since we last testified before you on rail safety. In the Federal Railroad Safety Authorization Act of 1980 you required the Secretary to submit to Congress a System Safety Plan. Such plan has now been presented to Congress, even though it was a year later than required by law. The System Safety Plan represents a significant backward step in reducing accidents and injuries. The FRA is embarking on a plan whereby violations discovered by the FRA inspectors will not be subject to citations and penalties as required by all of the railroad safety laws. Rather, the FRA will now permit a defect to exist until such time as the railroad has the opportunity to correct it. Only if the defect is not corrected within a reasonable time, will the FRA impose a penalty. Obviously, the carriers no longer have an incentive to comply with the regulations. They can now simply wait until an FRA inspector happens to discover a defect, and then make the necessary repair. If this continues over an extended period of time, the safety on American railroads will be in the same state of disrepair as when the Federal Railroad Safety Act of 1970 was passed. There have been significant safety improvements since the passage of that Act, and Congress should not permit the FRA to nullify everything that you sought to accomplish by the passage of the 1970 law.

"One other part of the System Safety Plan deserves comment. The FRA attributes accidents due to human error as being responsible for more fatalities than accidents caused by either track or equipment defects. We take issue with the underlying data from which this conclusion was reached. As you may know, the railroads are the sole source of determining the cause of every accident. The FRA simply takes the statistics provided by the railroad industry and compiles the data in annual Accident/Incident Bulletins. We feel that the employee who is involved in an accident should be allowed to submit his view as to why the accident occurred. Our review of many accidents which are attributable to human error, indicates that the failure of the railroads to adopt certain safety requirements or practices are the real cause. Moreover, the railroads' failure to comply with existing standards and regulations also are the causes of many accidents which the railroads blame on human error. If the blame for an accident is going to be placed on the worker, then he should have an opportunity to provide input to the FRA when the data is analyzed.

"Another disturbing aspect of the System Safety Plan is that FRA intends to review its safety regulations based on a cost/benefit analysis. As you can well appreciate, it is impossible to place a value on a man's life. No one can quantify how many lives will be saved or how many injuries will be prevented by the adoption of a specific regulation. The real question is based on public policy to protect workers from an unsafe environment.

"While in any given year the statistics may show an aberration, the totals based on a six year compilation may be more informative to the Committee. The data for the years 1975 through 1980 demonstrates that too many persons are unnecessarily killed or injured on the nation's railroads. During those years, FRA records reveal that 9,212 persons died and 396,415 individuals were injured on the railroads from all causes. In this same period there were 62,325 rail equipment accidents, 8,385 collisions and 48,369 reportable derailments. To place the figures in perspective, the accidents in this period averaged about 30 per day. There were approximately four collisions per day and 22 derailments per day. Excluding damages for personal injuries, the cost to the railroads for such accidents totaled over $1.5 billion for damages to track and equipment. These levels are not acceptable, and hopefully 1982 will continue the downward trend of 1981.

"Based upon preliminary statistics it appears that injuries, deaths and accidents were lower in 1981 than in 1980. However, we feel that the rate of injury still is too high. There has never been a year when less than 45,000 employees were injured. This is 10%

of the total work force injured each year. If the non-operating employees are excluded, the percentage would be approximately doubled.

"We had hoped to provide you with statistical data of the Federal safety inspector activities for 1981. However, we are advised by the FRA that such data is not available. We have been provided with some preliminary statistics, and based upon those figures the percentage of defective locomotive units exceed 30%, whereas the percentage of defective cars is 6%. It is obvious that more attention must be given to the locomotives in order to reduce the number of defects which exist on the nation's fleet. An interesting observation in the statistical compilations is that while the state inspectors found 9.5% of the cars to be defective, the percentages for federal inspectors only totaled 6%.

"Now we direct your attention to fines collected in the enforcement activities of the FRA during the last few years. In Fiscal Year 1981 the FRA collected a total of $1,329,697 in civil penalties, in contrast with the $15 million that was collected during the prior fiscal year and $7.5 million which was collected in 1979. We find such lack of uniformity in enforcement appalling. Certainly the railroads have not improved their safety performances as would be indicated by the amount of fines collected. Therefore, the only valid conclusion is that the FRA has de-emphasized the importance of imposing fines for violations discovered by its inspectors.

"We are concerned that the FRA has not issued a final rule with respect to retrofitting 105 type tank cars which carry chlorine gas and LPG. As pointed out in the 1980 Senate Report on FRA's authorization, the National Transportation Safety Board has repeatedly recommended the retrofitting of 105 tank cars, and the FRA stated to Congress that a final rule would be forthcoming soon thereafter. To date no final rule has been promulgated. We urge your Committee to exert its influence with FRA to finalize its deliberations on this very dangerous condition which exists throughout the United States.

"In 1975 Congress required that whenever the National Transportation Safety Board submits a recommendation regarding safety to the Secretary, he must respond to each recommendation in writing within 90 days. (49 U.S.C. § 1906.) We have learned that the Secretary is generally disregarding the statutory mandate and has responded only to some of the NTSB rail safety recommendations. We hope your Committee will investigate this issue, and seek compliance by DOT.

"Despite the above we are pleased to inform you that there are some hopeful signs in rail safety. A new atmosphere of cooperation has been exhibited between the railway brotherhoods and the Association of American Railroads. After extensive discussions with the AAR, we have agreed to certain modifications in the track safety standards and in § 13 of the Safety Appliance Acts. In addition, an agreement with respect to the signal rules and the power brake rules may be imminent. All of these negotiations were made in good faith and with some assistance of the Federal Railroad Administration. The Administrator has directed his attention to this important breakthrough in dealing with safety problems. The interest shown by the Administrator in supporting whatever agreement that is reached between rail labor and the AAR is appreciated. Rail labor is satisfied that the agreed-to changes will strengthen safety enforcement and will reduce accidents, injuries and deaths on our nation's railroads. In addition, this new cooperative approach could be the basis for further improvements in rail safety.

"Now I would like to address the proposed Administration Bill, S.2301, which authorizes appropriations for fiscal year 1983 and 1984. The Administration Bill seeks only $29,300,000 for fiscal year 1983. This is a reduction of over $11 million from the 1982 authorization. We oppose the Administration's request. We feel that at the very least the same funds that were authorized in 1982 should be supported by Congress for the subsequent two years. The fact that congress may not appropriate all of the funds that is authorized does not justify seeking less than what is needed to adequately administer all of the rail safety laws and regulations. Therefore, we respectfully request that the same funds that were authorized in the 1980 legislation be enacted for fiscal years 1983 and 1984.

"We regularly bring to your attention the critical need for more safety inspectors to enforce the safety laws. As of March 1, 1982 the FRA had on board 269 safety inspectors classified as follows: 97 motive power and equipment, 45 operating practices, 72 track, 29 signal and train control, and 26 hazardous materials. In addition there were 47 supervisors in the field, which is one for every five safety inspectors. With that staff FRA is required to inspect approximately 300,000 miles of track, 28,000 locomotives, 1.7 million freight cars and 125,000 miles of signal systems. It is an almost overwhelming job to accomplish with the relatively few numbers of safety inspectors on board. In the Washington Office of Safety there were 62 employees on board. Between the supervisors and the Washington personnel, there may be too many chiefs and not enough Indians to properly administer the rail safety program.

"As mentioned previously the RLEA and AAR have agreed to an amendment to § 13 of the Safety Appliance Acts. Such change would permit a railroad to transport a defective car to the nearest repair point even though the car may pass through corporate interchange. Under present law no

defective car can pass through a corporate interchange point. The effect of the proposed change is that in all instances the defective car must be taken to the nearest available repair point. For example, if a delivering railroad discovers a defect on its line and the nearest repair point is on its own railroad, it cannot transport the defective car across interchange to another railroad without first being repaired. We have discussed with the AAR the specific language of the proposed bill, and will provide the Committee with the appropriate technical language.

"We are somewhat disappointed and angered at the Administration's request to repeal the Ash Pan Act. Soon after Mr. Blanchette became FRA Administrator, he held a joint meeting with the representatives of AAR and the RLEA. At that meeting Mr. Blanchette stated that no legislation would be proposed unless it is at first discussed with both parties. Now for the very first time we are apprised of a proposal in this Congress to repeal the Ash Pan Act. As a practical matter the Ash Pan Act is not one of the most important of the railroad safety statutes. However, it cannot be a significant problem to the railroad industry either. We feel the reason the proposed repeal is contained in the Administration's bill at this time is nothing more than an underhanded cut at rail labor.

"We observe that S.2301 does not provide for funding to assist the States in administering the rail safety laws. Apparently the FRA is no longer committed to achieving the cooperation between the State and Federal enforcement of rail safety which was contemplated by Congress when the Safety Act was passed in 1970. We recognize that the State program has not worked as effectively as we originally anticipated. However, there is a substantial nucleus of States involved actively in enforcing the safety laws, and they should not be deprived of this important function simply because administration policy makers do not want States involved in railroad safety. Moreover, it should be kept in mind that each dollar of federal funding to states buys two dollars worth of enforcement.

"We further note that the Administration bill does not segregate funds to be used for each area of safety such as research and development, state enforcement and for the specific numbers of inspectors in the Office of Safety. Without such provisions in the legislation, the complete discretion of the Administrator may not result in the expenditure of funds in accordance with the wishes of Congress. It would be too late to complain after the monies have been spent. Therefore, we suggest that your Committee follow the practices that you have adopted for the authorization in prior years.

"When the FRA was before you two years ago it pointed out how effective the automatic track inspection program has been. We have learned that this program is being deleted by FRA and the track inspection cars (each of which cost approximately $3,000,000) will be given to one of the railroads for its personal use. This leaves FRA with no effective track inspection capability. The FRA inspector, by walking, can cover only a fraction of the distance that the track vehicle can cover.

"In the Federal Railroad Safety Authorization Act of 1980 your Committee and Congress authorized $500,000 to study alcohol and drug abuse problems on the nation's railroads. The funds were not appropriated by Congress. In view of the statement by the FRA attributing many accidents to employee error, we feel it is important to determine the extent to which accidents, injuries, tardiness, absenteeism, etc. are caused by drug and alcohol problems. Therefore, we again urge your approval of such funds to study alcohol and drug abuse in the railroad industry.

"RLEA is concerned by the fact that FRA has failed to fill twenty positions for safety inspectors even though it has money appropriated to hire these inspectors. Of course this is not a new problem within FRA, but this is the highest number of vacancies that have existed at FRA for many years.

"In conclusion, we truly believe that if it were not for your Committee's continuing interest in improving rail safety, the enforcement program would be in shambles. RLEA appreciates your assistance in keeping FRA on the right track."

Local 161 News

On April 30, 1982, Brother L. J. Day retired from the Santa Fe after forty-one years of service. Brother Day's seniority began March 4, 1941. He was holding a position as Signal Foreman upon retirement. He served the Brotherhood as Local Chairman, Local 161, Santa Fe, New Mexico Division, from 1962 through September, 1975, and during that same period he was Vice General Chairman of the Western Lines.

A retirement party was given on his behalf, where he was honored by many of his Brothers of Local 161 and his Supervisors. Among those present were Assistant Signal Supervisor C. H. Lassiter, Brothers N. D. Moore, B. B. Beck, Local Chairman Jerry Jacobs, J. D. Bruce, C. L. Bruce, R. L. Borden, J. C. Fulcher, A. W. Rolley, Jr., M. L. Gabaldon, K. R. Billings, L. E. Riley, D. J. Cantrell, V. D. Rodriquez and B. D. Williamson.

Brother Day was presented two very nice gifts and wished a long and happy retirement from all those present.

RRB INFORMATION

Central Register Now Operational

The U.S. Railroad Retirement Board is notifying railroad employers that it now has operational a nationwide register of former rail workers seeking railroad jobs. The Board is also advising railroads of their obligations, under federal law, to file job vacancy notices with the Board for any positions open to persons other than their own employees. With the central register operational, the Board can provide railroad hiring officials with listings of qualified candidates for job vacancies in a short period of time.

The following questions and answers will provide information on the operation of this central register.

1. **Who will be listed on this register?**

The Board's register will list separated workers with at least one year of rail service who have declared their current availability for employment. It will be divided by class and craft of prior employment, and it will be updated periodically to reflect current availability.

2. **How does this register help hiring officials?**

The Board's register is computerized so that it can provide hiring officials with prompt access to specified data, or to specialized listings tailored to the needs of a railroad having vacancies. Information that will be available includes an individual's occupation, years of experience, location of residence, hiring preference, last railroad employer, and willingness to relocate.

Thus, the central register will be able to match qualified applicants to job vacancies in the railroad industry. For instance, if a vacancy is reported in Harrisburg for an electrician with a minimum of 5 years of experience, a listing of persons with at least 5 years of work experience as an electrician will be extracted from the system. The listing may be further limited by requesting only the qualified electricians who live in the Harrisburg area or who are willing to relocate to the Harrisburg area for employment. In all cases, persons who claim a hiring preference will be placed at the top of the listing.

3. **What determines whether an employee is entitled to a hiring preference?**

Under current federal law, 3 groups of former railroad employees are entitled to a "first right of hire" for vacancies with other rail carriers subject to regulation by the Interstate Commerce Commission. The 3 groups covered by a hiring preference are certain former employees of Conrail, the Milwaukee Road and the Rock Island Railroad. To qualify for a hiring preference, an individual must meet certain eligibility requirements under the applicable legislation.

The first right of hire afforded to these employees under the applicable legislation is coequal. However, this preferential hiring does not apply to any vacancy that is covered by a required or permissible voluntary affirmative action plan, or for which the railroad is recalling any of its own employees.

4. **How does an individual get on the register?**

Individuals who wish to be included on the register are required to complete an application for placement assistance with the Board. Any person with at least one year of railroad service, who is available for employment, may either visit a Board office to complete an application, or request an application by telephone or mail to complete at home.

5. **How will the register be kept current?**

In order to keep the listing current, persons whose names appear on the register will periodically receive a notice asking them if they wish to remain on the register. Those who do not respond to the request within 30 days will be deleted from the listing.

6. **Where is the register to be maintained?**

While the computerized register is maintained in the Board's Chicago headquarters, rail hiring officials may request listings from the register through local district offices of the Board. Written requests for listings may also be made directly to the Director of Unemployment and Sickness Insurance, U.S. Railroad Retirement Board, 844 N. Rush Street, Chicago, Illinois 60611.

Signal training course

You can learn about today's modern signal systems from the new Signal Training Course available from the Brotherhood of Railroad Signalmen. This is the famous Canadian National course that is the basis of many of the courses used by the nation's railroads in their signal training programs. CN has kindly given the Brotherhood permission to reprint this signal material. The 4-volume course is now in one 3-ring binder.

Volume I has 9 sections, as follows: 1- how to study; 2- signaling; 3- multimeter; 4- energy distribution; 5- batteries; 6- direct current; 7- track appliances; 8- understanding circuits; and 9- trouble shooting.

Volume II has 9 sections, as follows: 1- review; 2- direct current relays; 3- light signals; 4- switch circuit controller; 5- spring switch mechanism; 6- automatic block signals; 7- highway crossing protection; 8- highway crossing bell; and 9- highway crossing gate.

Volume III has 6 sections, as follows: 1- review; 2- direct current relays; 3- power operated switch machines; 4- coded track circuits; 5- electric switch lock; and 6- centralized traffic control systems.

Volume IV has 7 sections, as follows: 1- review volume I; 2- review volume II; 3-review volume III; 4- style C track circuit; 5- automatic interlocking; 6- hotbox detector; and 7- overlay track circuits.

To order your copy of this Signal Training Course, please send check or money order in the amount of $50 payable to the Brotherhood of Railroad Signalmen. Send your order and payment to Box U, Mt. Prospect, IL 60056.

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MONEY IN POLITICS: THE COLD HARD FACTS

Without adequate campaign money, no candidate stands a chance.

Money buys television and radio time.

It buys newspaper ads and billboards.

It buys polling and literature, printing and distribution.

It buys mailings and lapel buttons and decals, posters, sound trucks and transportation.

We might regret the role that money plays in politics, but we can't escape it or ignore it.

And the cold, hard facts of money in politics today are these:

- **The groups that help fund campaigns of anti-worker, anti-union candidates are loaded for 1982.**
- **Opposition PACs—those of the corporations, the trade groups and the highly-organized right wing—will pour more than $80 million into the campaigns of their candidates . . . This will represent at least a 5-1 margin over union PACs.**
- **It means their candidates will have vastly more money than our candidates to buy TV/radio time, newspaper ads, all the other needs of successful campaigning.**

There's no way we'll ever match anti-union PACs dollar for dollar. But there **is** a way to increase our ability to help friendly candidates . . . so they don't get buried under an avalanche of opposition money.

That way is **check off** of voluntary contributions by members to **SPL.**

Check off is your best way to help candidates who'll help you, your family and your union.

Check off is your best way to help elect candidates this year who'll curb unemployment; who'll restore cuts the GOP-controlled Congress made in jobless comp, in job safety protections, in low-interest loans to help your children through college, in Medicare and other health programs; who'll protect Social Security from the attacks that are sure to come.

Check off is your best way to **prevent** election of candidates who'll make deeper cuts in these essential programs and go even further . . . candidates who'll enact a national open shop law, who'll pass harsh new laws governing rights of workers to organize into unions and rights of unions themselves, who'll roll back gains in wage and job standards it took decades to achieve.

Check off is your best way to assure that workers won't be frozen out by the cold, hard facts of money in politics.

Check off for Signalmen's Political League

CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

Signalman's Store

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Please send me the following:

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Golf Caps:	__ Red __ Bk __ Wh __ Sm __ M __ Lg		4.50	
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Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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Charles & Lombard Sts.
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Conway, Elliot & Small)

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TECHNOLOGY IN MOTION

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